

SENATORS GET U. S.-GERMANY PEACE TREATY

Will Have Month of Recess to Study It Over.

APPEARS LIKELY TO BE RATIFIED

Pacts With Austria and Hungary Also Said To Be Ready.

By ROBERT J. BENDER.
The United States-German peace treaty, framed by the administration as a substitute for the long-contested Versailles pact, has been concluded. And as a result of yesterday's initial conference between President Harding and Secretary Hughes with members of the Senate Foreign Relations Committee on the new document, it seems likely to be ratified by the Senate after it returns from its month's recess.

By that time, too, negotiations between the United States and Hungary for a separate treaty are expected to have been concluded and informal reports indicate that the signing of the United States-Austrian treaty at Vienna. Thus, within a month the final establishment of the United States on a definite basis of peace with the central powers will be well on its way toward completion.

Explained to Committee.
The President yesterday called in Republican members of the Senate Foreign Relations Committee and explained the reasons for the new peace treaty. He stated that the treaty was a result of the administration's desire to bring about a permanent peace between the United States and Germany, and that it was a result of the administration's desire to bring about a permanent peace between the United States and Austria and Hungary.

Only Senators Borah and Johnson, original opponents, appear in the treaty. The treaty was not in Washington for either the President's conference or Hughes' exposition. Borah, who did not attend the Harding conference, did attend the conference with Hughes, but did not attend the conference with Hughes.

The peace treaty—for such is the document offered by the administration as a complete substitute for the Versailles pact, now definitely irrevocable—meets the demands of the irreconcilables in that it is a separate pact, based on the Porter-Know peace resolution embodying terms of that resolution.

Follows Versailles Pact.
It stipulates that provisions of the Versailles document in which this government has agreed to recognize Germany. A forecast in these dispatches, this protection covers approximately 30 per cent of the economic provisions of the Versailles treaty, the repeated because of a blanket provision covering the whole.

That the pact is no protocol and no "treaty of amity and commerce," as had been foreseen in some quarters, is made clear by the document. It is the substitute peace treaty, so long awaited. It was stated it will be submitted to the Senate and German Reichstag for ratification and, pending exchange of such ratifications, the status between the United States and Germany will remain technically the same. Interchange of diplomatic representatives and the resumption of formal relations generally must await ratification by the Senate. Commercial treaties will be a matter for future negotiation.

President Harding felt that with the signing of the pact, particularly if there were a favorable reaction in the Senate to the document, the uncertainty would be removed and there would be no need of the Senate abandoning recess plans in order to ratify the treaty. As a result the Senate and Reichstag will debate the measure simultaneously after the return of Congress, because the Reichstag convenes September 20.

Senators, now advised of the treaty terms, will have a month's opportunity to think them over, discuss the provisions with the folks back home, and be ready for a decision when they return to Washington. Democrats will discuss with their leaders, both in and out of Congress, the advisability of making a fight. But at present it seems the treaty will pass the Senate without prolonged debate. The treaty principles are broad and the manner in which they are to be carried into effect will be the subject of further deliberations in many instances.

Senators Pine for Outings As Dry Fight Blocks Recess

Filibuster On Beer Bill Delays Solons With Trunks Packed for Month's Vacation.

Congress recessed at midnight for thirty days. In spite of a determined fight by the dry forces, the House passed the joint resolution providing for a recess by a vote of 140 to 120.

With its trunk packed for a month's vacation Congress was compelled to remain on the job far into the night while a filibuster raged in full blast against the Campbell-Willis anti-beer bill.

A tangled legislative situation has developed, the outcome of which is difficult to predict. The House, with its chores completed, stood by and watched the Senate tussle over the anti-beer bill.

The fate of the anti-beer bill hinges upon the conversational endurance of the rival factions engaged in the filibuster. "Wet" Senators piled their desks high with books and documents and prepared to make a night of it. They declared their determination to go on filibustering until the "drys" threw up the sponge and agreed to a recess without passage of the anti-beer bill.

Drys Refuse to Act.
Radical "drys" in the House were equally stubborn. They flatly refused to act upon the Senate resolution, providing for a recess beginning yesterday, until the Senate gave its final approval to the anti-beer bill. There was danger from a "dry" viewpoint, however, that if the filibuster continued all night, Representatives and Senators with their railroad tickets purchased would quit Washington and break up the quorum in both houses.

The Senate met two hours earlier than usual yesterday in the hope of cleaning up its affairs and going home. Efforts to sidetrack the anti-beer bill met defeat at the hands of the "drys," who steadfastly refused to agree to any proposition involving delay on the measure.

Farm Bloc Revivified.
Toward evening the agricultural bloc grew restive over the delay in getting action on the conference report on the \$1,000,000,000 farm export credit bill. They began to fear that the important measure would be caught in a legislative jam and that action would be held up indefinitely. They entered into a temporary alliance with opponents of the anti-beer bill. When the House reported its ratification of the report on the credits bill, Senator Kenyon, of Iowa, moved to take up the measure. The motion was carried 40 to 10.

Ship Board Bill.
In similar fashion, the \$18,500,000 Shipping Board deficiency bill was finally enacted and sent to the President. Senator Smoot, of Utah, then moved to proceed to the consideration of the bill to extend the consideration of the bill to the end of the session.

Participating Charity Bodies Meet With Mr. Hoover.
Plans for co-operation of the various American charity bodies, which will work through the American Relief Administration in handling the Russian famine situation, were made at a meeting of representatives of the organizations yesterday under the chairmanship of Secretary Hoover, head of the European Relief Council.

Medical Supplies First.
Information as to the situation in Russia was discussed at length and it was considered desirable to make clear that, inasmuch as the whole problem was apparently beyond the resources of private charity, the work of these associations would in their initial stages be directed in part toward children and in medical supplies.

It was decided that a further meeting of the council would be held as soon as representatives of the distributing organizations had been secured. The council will have an opportunity for thorough survey of the situation in Russia. In settlement of complete co-operation and co-ordination of the above associations, the following members were present: American Friends Service Committee, American Red Cross, American Relief Administration, Young Men's Christian Association and Young Women's Christian Association, Knights of Columbus, Federal Council of Churches in America, Jewish Joint Distribution Committee and National Catholic Welfare Council.

2. The director of the American Relief Administration in Russia will assign to the American Friends Service Committee, which is now conducting relief work in Russia, a definite district of area of distribution in which the Friends' committee shall keep their own identity and work according to their own ideals, but always under the supervision of the director of the American Relief Administration in Russia, pursuant to and in conformity with the terms of the Riga agreement.

3. Each of the distributing organizations to conduct all relations with the Central Soviet authorities, through or with the American Relief Administration in Russia.

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THURSDAY MORNING, AUGUST 25, 1921.			
The advertisements listed below as appearing in today's Herald will interest all those who like to get the greatest value for their dollars.			
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M'ADOO GIVES 'INSIDE FACTS' ON RAIL LOAN

Charges Administration Badly Deceived on Situation.

"HARDING MISLED ABOUT OBLIGATION"

Roads Already Owe U. S. \$1,444,000,000, He Asserts.

The railroads owe the government \$1,444,000,000 yet it is proposed to extend to them an additional \$500,000,000, according to William G. McAdoo.

This statement was made in a letter from the former Secretary of the Treasury and Director General of Railroads to Senator A. O. Stanley (Dem.), of Kentucky, member of the committee investigating the railroad situation, who read it on the floor of the Senate.

McAdoo declared that the "breakdown of the railroads in the latter part of 1917 forced the government to take control of them January 1, 1918, in order to save the war."

He charges, briefly, that: The \$500,000,000 to be loaned the railroads constitutes "added investment of the taxpayers' money," an "added liability" and an "added burden."

The government will have to accept as collateral for this "security" which in many instances may not be adequate to protect the government.

President Harding must have been misled into making the statement that the United States is "morally and legally bound to fund" the railroads' debt to the Treasury.

Democratic members of the committee had sought to have McAdoo summoned as a witness, but were blocked by the Republicans. Stanley then asked his views of the situation in a letter, which follows, in full:

"My Dear Senator:
"Replying to your letter of the 17th inst. regarding the proposals of the President in his message of July 26 on the railroad problem, it is necessary to keep in mind certain fundamental facts."

"The breakdown of the railroads in the latter part of 1917 forced the government to take control of them January 1, 1918, in order to save the war. Immediate consideration had to be given to the important problem of providing for the customary 'additions and betterments,' including motive power and equipment, which the carriers had been obliged to furnish each year during private operation."

"These necessitated large and unusual expenditures which had to be provided for by the railroads themselves, notwithstanding the fact that the government was temporarily operating the properties."

"Under private control the railroads procured the money for these purposes by the sale of securities."

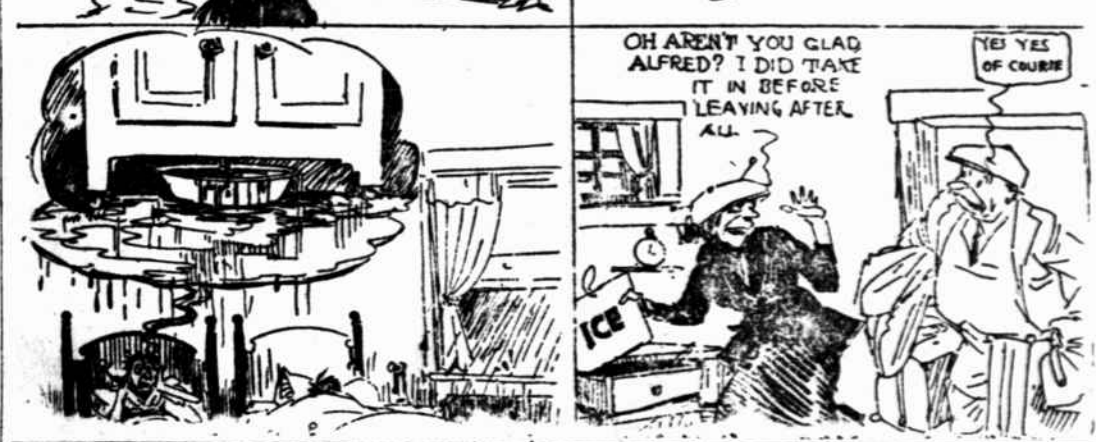
"(a) Setting aside a part of their net earnings, if sufficient for the purpose, or."

"(b) Appropriating a part of their net earnings and selling bonds or new capital stock or both for the remainder, or."

"(c) Selling bonds or capital stock, or both, for the entire amount."

"In pursuance of this act the director general entered into agreements (known as the standard contracts) with various railroads providing for annual rental or compensation to the carriers equal to the average of the net earnings of the three best years of their history, namely, from July 1, 1914, to June 30, 1917. These rentals aggregated approximately \$340,000,000 per annum."

LITTLE DO HUSBANDS KNOW ABOUT THE CARES AND RESPONSIBILITIES OF A HOUSE—By Darling.



'SWINDLE BAND'S' LOOT NOW FIGURED NEAR \$50,000,000

Seizures Startle U. S. Officials — Washington Man Tells Story.

CHICAGO, Aug. 24.—Seizure of \$9,050,000 in securities, discovery of the hiding place of \$10,000,000 more in signed promissory notes, the raiding of a safety deposit vault wherein many more millions in valuable papers are believed to be hidden, today startled even the Federal officials who have been delving into the frenzied finance of John W. Worthington, and his able partner, Charles W. French.

Federal officials now believe the gang's loot will come to nearly \$50,000,000.

Revelations of operations of the swindle trust revealed these new developments today.

A deal by which the American Rubber Company a mushroom concern backed by the gang, would have built a \$5,000,000 plant at the expense of the citizens of Centralia, Ill., was barred.

Thirty-One Victims Now.
Coal mines near Carroll, Ill., steel plants at Lorain, Ohio, firms in Canada and England were discovered to be implicated. The list of concerns either victimized by, or working with, French has now risen from seventeen to thirty-one.

Some of these firms are reputable concerns; some are not. Some of the securities recovered are genuine; some are forged. The line of demarcation Federal officials will not know for weeks just what they have.

Securities worth \$9,050,000 obtained from twenty-seven firms were taken from a safety deposit vault in Akron, Ohio, rented by Charles K. Strobel, Akron real estate man who is at liberty on \$5,000 bond in connection with the case. There are believed to have been \$8,000,000 worth of notes in the vault.

A deputy United States marshal last night raided a safety deposit vault in Akron, Ohio, rented by Charles K. Strobel, Akron real estate man who is at liberty on \$5,000 bond in connection with the case. There are believed to have been \$8,000,000 worth of notes in the vault.

Alva Herschman, confessed member of the French organization, who is now doing everything in his power to trip the "wizard of finance," went to Milwaukee this afternoon with a secret service operative to get these notes. No word had been received from them up to midnight.

44 LOSE LIVES AS AIRSHIP ZR-2 FALLS ABLAZE

Terrific Explosion Rends Dirigible, Near Hull, England.

ONE AMERICAN AMONG RESCUED

Gen. Maitland and Commander Maxfield Are Killed.

(Special Cable to The Washington Herald and United News.)
LONDON, Aug. 24.—The ZR-2, the gigantic airship constructed for the United States Navy, lies in the Humber River, near Hull, a colossal and appalling wreck of what was the greatest dirigible the world has ever seen.

Of the forty-nine officers and men on board, only five—four British and one American—survive to tell the story of the mid-air tragedy which came at the close of the final test flight before she was to sail for America. Seventeen Americans, according to an official statement by the British air ministry were aboard the ZR-2 and of these all but Norman Walker, a rigger, perished.

Twelve Bodies Recovered.
Brig. Gen. S. M. Maitland, the British air marshal, and Comdr. Louis H. Maxfield, the American officer in command of the ZR-2 in American service, were among those killed.

Twelve bodies have been recovered from the shattered framework of the airship, which was wrecked in the river. Those of the sixteen American victims will be embalmed and sent to the United States.

The cause of the accident may never be known, although it is claimed that a sudden buckling under the tremendous strain imposed upon it, caused the collapse of the giant frame and brought about an explosion which tore the huge aerial structure in two.

Statement by Ministry.
An official communication issued by the air ministry late today says: "The air ministry regrets to announce that an accident occurred while the ZR-2 was flying over Hull at about 5:55 o'clock this afternoon, which resulted in the ship's crashing into the river."

"The cause of the accident is not known, and owing to the fact that none of the royal air force personnel was stationed in the vicinity of the disaster, great difficulty is experienced in obtaining information. Representatives of the air ministry have been instructed to proceed immediately to Hull."

In Air Thirty Hours.
For thirty hours the ZR-2 had sailed the air lanes over England and the North Sea. Wireless reports from her officers told of her "splendid work" in the air. The trip was coming to an end and the ZR-2 had been ordered to land over the city of Hull, eagerly followed by the eyes of thousands who gathered on Victoria Pier to see her maneuvers when there was a tremendous explosion, shaking the entire town, sweeping the air from their feet, crashing the plate glass from shop windows and sending the shock of its detonation fully fifty multiplied spectators saw the great bag, which had just emerged from the clouds, burst asunder and sink into the river. Two little white clouds separated themselves from the wreckage, and the survivors were brought safely to the earth. The other men dropped with the seething wreckage into the river.

Bombs Attempt Rescue.
As the tangled steel frame struck the water scores of motor craft and row boats put out from shore in a mad attempt to effect a rescue of the imprisoned men. But the dirigible at this time was sending hundreds of feet into the air a dense volume of blue smoke and flame from the surface of the water—a furnace in which many of those who have survived the explosion were dying.

List of Officers on Board.
The following officers were aboard: American—Comdr. L. H. Maxfield, Lieut. Comdr. Bieg, Engineer Lieut. Comdr. Col. first officer Lieut. Comdr. Col. first officer, and Lieut. Hoyt and Lieut. Little.

British—Flight Lieut. A. H. Wann, who commanded the ship and was responsible for it, despite the pressure of his superior air commander, Brig. Gen. E. M. Maitland; Flight Lieut. C. Little, R. S. Montague, Jem Pritchard and G. M. Thomas, who was captain of the R-32. Altogether there were forty-five persons aboard.

The ship, which was being operated by the British, was not yet American property. According to the contract it was to be American property until it was safely in the United States after its sea trip.

Main Girder Gave Way.
H. Bateman, of Halifax, a survivor, says he was at the tail end of the ship taking photographs of the disaster experiments when the ship took a sharp turn to the right from the center of Hull toward the Humber River, and one of the main girders of the ship failed to take the strain.

The first sign of the mishap to the thousands of watchers below was a huge black cloud of smoke followed by a terrific explosion. To those below it seemed as if the back of the ship was broken.

Bateman hung on to the tail of the ship until it alighted on the water when he was rescued by the crew of a tug.

Five men, so far are known to have been saved. At 6:30 p. m., twelve bodies had been brought to land.

Lieut. Easterly's Body Found.
Amidst the dead who have been identified are Lieut. M. H. Easterly, of the United States Navy, and Lieut. Montague, a British officer. The other bodies have not been identified.

Gen. Wann was making rubber tests when the disaster happened.

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